

ON SALE
THE
CHRONICLE AND DIRECTORY
With which is incorporated
THE CHINA DIRECTORY.(TWENTY-SECOND ANNUAL ISSUE),
ROYAL OCTAVO, pp. 1,030. \$3.00.
SMALL EDITION, pp. 632. \$3.00.THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in size.It contains DESCRIPTIVE and STATISTICAL
ACCOUNTS of, and DIRECTORIES for,
HONGKONG, JAPAN,
Duke of York's Directory Nagasaki,
Do. Military Forces, Kobe (Hiroko),
Do. Chinese Honga, Osaka,
MACAO, Tokyo,
CHINA—
Pakhoi,
Hallow,
Whampoa,
Canton,
Shantou,
Amoy,
Takao,
Tsinwan,
Tamsui,
Keeling,
Fuchow,
Wuchow,
Shanghai,
Chinkiang,
Wuhu,
Kirkiang,
Hankow,
Ichang,
Chungking,
Loochoo,
Takao,
Thessin,
Peking,
Nanking,
CORA—
Soul,
Jenhsien,
Fusan,
Yenan,
VLADIVOSTOK,
BRITISH—
French—
SHIPPING—Officers of the Coasting Steamers of
P. & O. S. N. Co.,
Mossing, Maritime & Co.,
M. B. M. S. C. Co.,
Indo-China N. S. Co.,
Scotish Orient
Douglas S. S. C. Co.,
China Merchants' SteamersNOTICE
A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the Governor
and His Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PATENT MEDICINE VENDORS,
DRUGGISTS, SURGEONS,
And
AERATED WATER MAKERS.SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.NOTICE.—To avoid delay in the execution of
Orders it is particularly requested that all
business communications be addressed to the
Firm, A. S. WATSON & CO., or
HONGKONG DISPENSARY. 23NOTICES TO CORRESPONDENTS.
Communications on Editorial matters should be
addressed "The Editor," and those on business "The
Manager," and not to individuals by name.Correspondents are requested to forward their name
and address with communications addressed to the
Editor, not for publication, but as evidence of good
will.All letters for publication should be written on one
side of the paper only.Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
countermanded.

The Daily Press.

HONGKONG, MAY 13TH, 1884.

The news we publish to-day of the settle-
ment of the difficulty between France and
China at length and rather suddenly brings
to a close a painful state of tension. For
months past the question of peace or war
has been hanging in the balance, and the
uncertainty has had most depressing in-
fluence on trade. And now, as the result of
it all, comes the really good news that peace
is assured and that the provinces of Yun-
nan, Kwangsi, and Kwangtung are to be
opened to foreign trade. Whether they are
to be thrown open completely, or what any
limitations are to be imposed on foreign in-
tercourse, the news received by telegram
does not state. It may be taken for granted,
however, that the West River will be
thrown open to foreign steamers and that
arrangements will be made for trade at all
the more important towns along its banks.
We have frequently urged the importance
of opening up the Pearl River, but with
little expectation of seeing our views carried
into effect at so early a period. The Songkoi
will of course be thrown open, not only as
far as the frontiers of Tongkin, but far into
Yunnan as navigation is possible. The con-
sideration which has induced China to make
this concession is probably that as she was
to have France for her immediate neighbour
on the borders of Yunnan and Kwangsi it was
desirable to allow other interests to develop
themselves in that region so that in the
event of future disputes France would be
determined from assuming an offensive
aggressive attitude by a desire to avoid com-
plications with the other Treaty Powers.
France, on the other hand, has possibly con-
sented to forego her claim for an indemnity
in order that she may not only escape the
responsibility of going to war with China,
but also that she may have her hands free to
act in Egypt, or if not to act, to give the
appearance of being ready to act. At the
same time it is extremely probable that the
good offices of England have been some-
what instrumental in suggesting the basis of
the settlement. She may have expressed to
France her readiness to consult the wishes
of the latter with regard to Egypt on condi-
tion of France's coming to such terms with
China as would avoid the interruption of
trade with that country. However the
prosperity has been brought about the terms
of the settlement cannot fail to give unmixed
satisfaction to the other Treaty Powers
and to all foreigners in China.The APPENDIX consists of
THE CHINESE PAPERSof class's printed matter, to which reference is
constantly required by residents and those
having commercial or political relations with
China, Japan, or any of the Countries embraced
within the scope of the CHRONICLE and
DIRECTORY.The contents of the Appendix are too many
to enumerate in an advertisement, but include—
TREATIES WITH CHINA—
Great Britain, 1842—
France, 1853—
and all others not segregated.France, Tianjin, 1851—
Convention, 1860—
United States, Tianjin, 1858—
Additional, 1859—
Peking, 1859—
Germany, Tianjin, 1861—
Peking, 1860—
Russia, various—
Japan—
Spain—
Brazil—
Peru—
TREATIES WITH JAPAN—
Great Britain—
United States—
Netherlands—
Cuba—
TREATIES WITH COREA—
TREATIES WITH Siam—
TREATIES WITH ANNAM—
TREATY WITH CAMBODIA—
CUSTOMS TARIFFS—
Chinese—
Japanese—
Simeis—
India—
Orders in Council for Government of H. B. M.
Subjects in China and Japan, 1865, 1877,
1878, 1881—
Rules of H. B. M. Supreme and other Courts
in China and Japan—
Code of Civil Procedure, Hongkong—
Admiralty Rules—
Foreign Jurisdiction Act—
Treaty of United States Congress Relating to
Treaties—
Regulations for the Consular Courts of United
States in China—
Rules of Court of Consuls at Shanghai—
Chinese Fugitive Act—
TRADE REGULATIONS—
China—
Siam—
Simeis—
Customs Salvo, China—
Customs and Harbour Regulations for the dif-
ferent ports of China, Philippines, Siam, &c.—
Pilgrimage Regulations—
HONGKONG—
Charter of the Colony—
Rules of Legislative Council—
and other documents.The Treaties between United States and
China, France and Annam, and several other
countries have not appeared in previous issues.Orders may be sent to Daily Press Office, where
it is published, or to the following Agents—

MACAO—Messrs. A. de Melo & Co.

SWATOW—Messrs. Quinch & Co.

AMOY—Messrs. T. & J. Michaels & Co.

CANTON—Messrs. Wilson & Co.

FOUCHOW—Messrs. Hedges & Co.

NINGPO—Messrs. Kelly & Walsh, S'ghai.

SHANGHAI & TIENTSIN—Hall & Holt.

SHANGHAI—Messrs. Kelly & Walsh.

NORTHERN & JAPAN—Messrs. Hall & Holt, and Kelly

RIVER PORTS—Messrs. Kelly & Walsh, Shanghai.

NAGASAKI—Messrs. Cho C. & J. Trading Co.

LUCHEON—Messrs. Cho C. & J. Trading Co.

YOKOHAMA—Messrs. Kelly & Walsh.

MANILA—Messrs. Diaz, Puerto & Co.

SAIGON—Messrs. Crofton & Co.

BANGKOK—Messrs. H. B. H. & Co.

SINGAPORE—Messrs. Say & Co.

PEKING—Messrs. Maynard & Co.

COLDING—Messrs. A. M. & J. Ferguson.

LONDON—Mr. F. G. Cleverdon & Son.

LONDON—Messrs. G. & J. Coles.

LONDON—Messrs. H. & J. Coles.

LONDON—Messrs. H. & J. Coles.

SAN FRANCISCO—Mr. L. P. Fisher, 21, Marchmont.

Exchanges.

NEW YORK—Messrs. S. M. Pettifill & Co.

37, Park Row.

Daily Press Office, 28th May, 1884.

The Messengers Maritimes steamer Oras,
with the next French and Australian mails, left
Singapore for Saigon and this port at 8 p.m. on
Sunday, the 11th inst.We are informed by the Agents (Messrs.
Butterfield & Swire) that the Ocean Steamship
Company's steamer *Alcyone*, from Liverpool, left
Singapore for this port yesterday morning.Capt. Dore's case was again before the Police
Court yesterday, but no further evidence was
forthcoming, nor had any official communication
been received. Mr. Wise again adjourned the
case for a week.Her Britannia has been playing "Narcissus"
at the Thalia Theatre, New York. *Friend's*
Weekly, a theatrical paper, gives the performance
a notice occupying two columns, the criticism
is favourable to this play.The Agents (Messrs. Russell & Co.) inform
us that the steamer *Suez*, for this port, left
the usual port, left Sydney, N.S.W., on the 23rd
April and Port Darwin on the 7th instant, and
is expected to arrive here on the 17th instant.The Japanese man-of-war the *Fuso* and
Amaki, left Yokohama on the 1st instant
under the command of Rear-Admiral Matsumura,
commander of the Middle Squadron, for a
cruise in the China Sea. Their first destination
was the Fushan.The two prisoners charged with murder
in connection with the recent Wei-chiau
rebellion were again before the Police Court
yesterday, when, in consequence of some technical
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COMMERCIAL INTELLIGENCE.

INSURANCES.

MONDAY, 12th May.
EXPORT CARGO.
The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$600,000 on any one.

FIRST-CLASS RISK.
RATES ON FIRST-CLASS GODOWNS, REDUCED to 1 PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & CO., Agents, Imperial Fire Insurance Company, Hongkong, 9th May, 1884.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO., Hongkong, 5th November, 1883.

LIVERPOOL AND LONDON AND THE GLOBE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES upon FIRST-CLASS GODOWNS, to the extent of \$15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAK & CO., Hongkong, 11th May, 1884.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at 1 per Cent. Nett premium per Annum.

NORTON & CO., Agents, Hongkong, 20th May, 1884.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$60,000, on first class risks at current rates.

POUILLE MONDON, 26 per cent. Quarts.

R. W. BANDON & CO. * BRANDY, VIENNA EXPORT BEER, from ANTON DERHNER.

MELCHERS & CO., Hongkong, 27th March, 1876.

THE FIRE INSURANCE COMPANY OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS at Current Rates.

PUSTAU & CO., Agents, Hongkong, 15th January, 1884.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & CO., Hongkong, 1st January, 1884.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation, are prepared to ACCEPT RISKS against FIRE at Current Rates.

MAINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

FIRE DEPARTMENT.

Policies issued for sums not exceeding \$5,000, at reduced rates.

HOLIDAY, WISE & CO., Hongkong, 26th July, 1872.

TRANSAUTLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents, Hongkong, 18th November, 1874.

THE CHINA MERCHANT'S INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) \$1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Etc., Chairman.

CHU YEE CHEE, Etc., CHENG SO HO, Etc.

CHU YEE CHEE, Etc., and ten others.

HO SHEN CHEE, Etc., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

usual returns of Premiums are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Etc., Secretary.

Head Office, Hankow Road, Shanghai, 1st June, 1882.

GALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1865.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

HONGKONG, 1st January, 1882.

U.N. FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of \$60,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office, Hongkong, 12th May, 1881.

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES on INSURANCES against FIRE at the following Rates—

FIRE-CLASS INSURANCES.

Testaments, &c., at 1%, Net per Annum.

& Merchandise stored.

On Coal, at 1%, Net per Annum.

On Petrolene, in liquid, &c., at 1%, Net per Annum.

On First-class China, at 2%, Net per Annum.

On Second-class China, at 24%, Net per Annum.

DOUGLAS LAPRAK & CO., Agents for Phoenix Fire Office, Hongkong, 6th August, 1881.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at 1% nett. Premium, and other Insurance.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

W. DOBERCK, Hongkong Observatory, 12th May, 1884.

METEOROLOGICAL REGISTER.

Previous at 4 p.m. On date at 4 p.m. On date at 4 p.m.

Barometer 29.92 29.93 29.87

Temperature 70 70 70

Humidity 94 97 91

Direction of wind S.E. E. E.

Wind force 3 2 3

Weather O.D. O.D. O.D.

1—Barometer reduced to 30 degrees Fahrenheit and to the level of 100 in inches, length and breadth.

2—Humidity is the shade in degrees and tenths.

3—Direction of Wind according to Beaufort Scale.

4—Direction of Wind according to Beaufort Scale.

5—Wind force in Beaufort Scale.

6—Wind force in Beaufort Scale.

7—Barometric inches, tenths and hundredths.

For further particulars see "Instructions for making Meteorological Observations at Callao" (see last page).

W. DOBERCK, Hongkong Observatory, 12th May, 1884.

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$600,000 on any one.

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS, REDUCED to 1 PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & CO., Agents, Imperial Fire Insurance Company, Hongkong, 9th May, 1884.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO., Hongkong, 5th November, 1883.

LIVERPOOL AND LONDON AND THE GLOBE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES upon FIRST-CLASS GODOWNS, to the extent of \$15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAK & CO., Hongkong, 11th May, 1884.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS, REDUCED to 1 PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & CO., Agents, Imperial Fire Insurance Company, Hongkong, 9th May, 1884.

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GIBB, LIVINGSTON & CO., Agents, Imperial Fire Insurance Company, Hongkong, 9th May, 1884.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$600,000 on any one.

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EXTRACTS.

WANT OF WISDOM.
Ho that is of reason's skill best,
And wants the stit of wisdom him to stay,
It is like a ship in midst of tempest left,
Without an helm or pilot her to stay;
Full sad and dreadful is that ship's event;
So is the man that wants in judgment,
—Spenser.

A MAN AND RAT FIGHT.

The Ilkleton correspondent of the *Sheffield Daily Telegraph* writes:—The details of a disgusting exhibition of brutality have just transpired at Ilkleton in the shape of a man and rat fight which occurred a few days ago at Cobmanhay, a suburb of Ilkleton, chiefly inhabited by colliers. Unlike the Hanley "man and dog fight," which proved to be a myth, the circumstances of this affair can be vouched for as strictly correct. At a spot near the Granby Colliery a group of men collected. Presently a piece of string was produced, and a fierce-looking rat was forthcoming. The cord was attached to the animal's tail, and the rat was the centre of attraction for a moment or two, while a man among the group, who was familiarly dressed with a nickname which betokened him to be of Irish origin, allowed his hand to be tied behind him with another piece of string. These were the "combatants," and all being ready for the battle a space was cleared on the ground. The biped laid down and a shower of "coppers" was thrown to encourage him. The man in charge of the rat (he was an authority in the pugilistic art, it is said) placed the animal on the ground, retaining in his possession the string attached to its tail. The fight then began in earnest, and the man and the rat alternately grabbed at each other. The rat drew "first blood" by fastening on the man's face whilst the latter made grab after grab of the rat with his teeth. The animal, however, seized the man by the nose and inflicted a wound which the fellow will have cause to remember. Eventually the man became tired and the rat won out. Thus the disgusting scene ended.

THE TRADE IN MODERN ANTIQUITIES.

One of the chief delights of Continental travel, as every person of experience will admit, is the unlimited opportunity it affords for buying antiquities. The statuary, the coins, and the pictures that may be purchased in Italy are a source of never-failing interest to English travellers and of never-failing profit to Italian dealers. Andalusia again is a huge curiosity shop. Being once upon a time in Seville, we came across a retired British grocer or tailor, or something of that kind, who had just purchased a Madonna and Child—unhappily, unsigned—which he had picked up for a few pence in a dingy back street. He was going to send it to the exhibition of Old Masters, and, if he ever did so, he probably found that it was worth only a pound or thirty shillings at the outside. It is the same, indeed, throughout Spain. The altar cloths, broken fans, the inlaid tables and cabinets, as respondent in anything in the convent of the Carmelites at Granada, the wonderful chairs, and the still more extraordinary scraps of ancient lace upon which all who have ever travelled in Spain have spent much money—these about from Malaga to Iran, and naturally one is inclined to speculate a little on the odd circumstances that the supply is so abundant than ever, although the demand is fairly brisk. Tanger is, we should say, a hotbed of modern antiquities, and even Mr. Chamberlain bought some of them when he was over there a year or so ago. He ought to have known something about this class of goods, being a Birmingham man, but the childlike faith of the President of the Board of Trade in all things ancient is notorious. America, oddly enough, has taken to this business of manufacturing the antique Dutch cabinets that, with bronze panels, dingy and marked with the cracks of fictitious carvings, are turned out every day from Chinese furniture stores, and for some purposes they are quite as useful as if they had indeed belonged to some departed burgher in the dead cities of the Zuyder-Zee. New York experts in this sort of forgery make a specialty of Queen Anne chairs and tables, and the imitation is so perfect as to deceive all but those who have studied such things minutely in Europe. The explorer of furniture stores may come upon magnificent specimens of English Gothic chamber pieces or ancient-looking Chippendale and Sheraton chairs, which might have belonged to Queen Elizabeth but for the fact that they did not. It must be puzzling at first to discover in New York shops stamped leather chairs of the times of Louis XIV, plentifully ornamented with brass nails whose heads are fully an inch in diameter, and the citizens of that enterprising city are invited to become the happy possessors of as many of these treasures as they like or ridiculously low terms. If, however, the explorer is inquisitive, and the furniture vendors are in a tolerably candid mood, the visitor may be conducted into some backyard where these gems of high art are produced. A Queen Anne's chair just made can, for instance, be supplied with worn holes by the simple process of tilting its bottom side up and firing a charge of pigeon shot into the bottom and front of the seat. Old armour, too, is a good line in this business, the drawings required for the purpose being made from the collection in the Grand Opera House, in Paris. It is said that Birmingham knows something about this branch of the trade and that helmets, shields, cuisses, breast-plates, and complete suits of mail are regularly manufactured for the gratification of credulous oil speculators and retired pill manufacturers. If a man starts a lot of castors he likes to have dummies of them in his hall rigged in their medieval ironmongery. If Birmingham did not gratify him, Germany would. It is astonishing how many tons of antiquities are annually sold along the Rhine, and it is even asserted that in Castle Coburg, where Martin Luther threw his inkstand at the devil—and, unhappily, missed him—the original splash was cut up and sold long ago, but that, as the timber is massive, the place is carefully re-linked every night for the purposes of sale next day. We cannot say how much truth or falsehood there may be in this particular story. There might have been some excitement in seeing the original transaction if both the distinguished parties to it were present. There can be none in gazing on a patch of ink. The trade in modern antiquities, however, is a curious reality, as real as the sale of old clothes or tombstones. It is a fact calculated to weaken one's faith in life.—*British Trade Journal*.

A BONANZA QUEEN'S JEWELS.
I recently had the pleasure of examining one of the finest collections of jewels outside of a royal treasury, that exists in Europe, and which belongs to an American lady, Mrs. J. W. Mackay. Many of the stones are unique, and the ornaments in general are characterized as much by the artistic beauty of their workmanship as by the splendour of their gems. Forsooth, in the collection shows resplendent the famous set of sapphires which attracted so much attention when exhibited by the jeweller Boucheron at the Paris universal exhibition of 1878. It is valued at \$300,000, and comprises the diamond, bracelets, ring, earrings and necklace, with a large pendant. The necklace is double, the upper row being a band of large square diamonds, and the stones were conveyed to it by three inclines of broad double gauge rails. The trains of trucks or wagons were hauled up and down at a speed of 2000 feet per hour.

the lower row, a wide arabesque of the same stones, supports the pendant. This last is composed of one enormous sapphire, peerless in colour and water, and set in large diamonds. This stone is the size of a pigeon's egg, cut transversely, a perfect oval in shape, and is valued at \$30,000.

Next in beauty, and in value come the pearls, the set including the necklace, bracelets and diamond. The necklace has five rows, the pearls in the lower row being of the size of the largest huckleberry, and those in the uppermost one being bigger than a large pea. Each pearl is perfect in colour and in shape, the strings having been composed with the greatest care. The clasp is a sapphire set in diamonds. The diamond is an arabesque pattern in diamonds, surmounted with five graduated pearl-shaped pearls, the central and largest being an inch and a half in length. The bracelets, each of five rows of pearls held in place by narrow bands of diamonds. The set of turquoise, like that of sapphires, is unique in character, so large and fine in colour are the gems whereof it is composed. It includes the diamond bracelet, ring, necklace and heart-shaped pendant earring, and brooch, the latter being a Prince of Wales plume in diamonds held at the base and a half of pearl unrolled. The brooch is extremely magnificient, being a hand-made work of art.

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with a wire rope over a drum, the weight of the loaded wagons winding the empty ones up again to the quarry. A powerful locomotive pushed the loaded trains to the end of the work, where the stones were tipped into the sea, as much as 3,000 tons a day having been sunk at Portland. The total amount so committed to the deep was about 5,300,000 tons, and the area protected by the breakwater would accommodate sixty of the very largest men-of-war, and almost any number of smaller vessels.—*The Sea: Its Stirring Story of Adventure, Peril, and Heroism*.

CALMING THE IMPATIENT TRAVELLER.

He stood at the ticket window slowly unrolling an old-fashioned leather wallet, while a dozen men stood behind him, driven to madness by the shouting of the porters calling their trains. After he got about a yard and a half of leather unrolled, he suddenly stopped and said to the ticket clerk: "Is that clock right?" "No, sir," "Tain't about the started passenger, stooping down and making a sudden clutch at a lean and wavy carpet bag, "Tain't right! Well, what's the name of common sense do ye have it stuck there for then?" To fool people, "exulted replied the clerk: "that's what we're here for—to fool people and misdirect them." "Well, drat it," said the passenger, hurriedly rolling up his wallet. "There I've cleared my train. I'll report you, I will." "Wot do any good? it's the company's orders. They pay a man to go round every morning to mix and muddle up all the cloths, and hark! the parure of diamonds is remarkable for its workmanship, the broad and arabesque-patterned necklace suspending a pendant shaped like a lotus flower.

Another necklace is of Egyptian pattern, being composed of three rows of pointed diamond loaves. For the hair there is a long garland of small fern leaves in diamonds studded with diamond dewdrop—a most graceful and poetic-looking ornament. It is also arranged to be worn as a necklace or to ornament the corsage of a ball dress. A broad, collar-shaped ornament in diamonds, bordered with large single stones, can be worn either as a necklace or a diadem. The brooch is a large cluster of slender willow-shaped leaves. The bracelet is a diamond serpent that encircles the arm above the elbow five times; it is formed of a single row of large diamonds, 300 in number. The ear-rings and ring are very fine solitaires, composed of diamonds and sapphires, go with in black pearls. Mackay possesses a necklace and pair of earrings, the latter being composed each of a single round pearl as large as a cherry, and she owns a pair of white pearls of similar size and beauty, and a pair of large pink oval pearls. Three fine rubies are set, two as earrings and the third as a ring. The set of pink coral is remarkable even amid its brilliant surroundings. The coral is of the palest and most delicate rose tint, and is cut in oval, leaf-shaped pieces, which are linked together with small diamonds. It is very large, comprising a full suit of ornaments. A parure, in antique filigree, set with cat's-eyes and small diamonds, is noticeable for its artistic workmanship. Among the minor ornaments are a brooch, representing a peacock standing on a globe of polished pink coral, the plumage of the bird's outstretched wings being composed of diamonds, sapphires and emeralds; an eagle with extended wings in diamonds; a slender diamond serpent with large pearl-shaped black pearl pendant from its mouth (this ornament is to be worn as a necklace), and other artistic jewels. The sapphire set has been photographed at M. Boucheron's request, and an engraving of it will figure in a work that is shortly to be published in Paris, entitled, the "Famous Jewels of Europe." These treasures are not kept in the hotel of Mrs. Mackay, as they would constitute a far too potent attraction for burglars, but are deposited in the bank. They are enclosed in a small chest of matal, closed with a secret spring. The interior of this chest is lined with red velvet, and is divided into three compartments, each fitted with a series of numbered trays. I have never heard the value of the contents of this chest estimated, yet it cannot be far from \$100,000, and yet, withal, there is probably scarcely another wealthy lady in Paris who does not wear more jewellery at balls or dinner-parties or the opera than does Mrs. Mackay.—*Paris Corr. Chicago Inter-Ocean*.

THE CONSTRUCTION OF THE PORTLAND BREAKWATER.

The rapidity with which the breakwater was constructed reflected great credit on Mr. Codd. The actual routine of the construction followed, when the line for the structure had been sounded, and carefully marked out, was to commence piling for the railway that was to carry the long train of wagons filled with stone; and when a short piece of this was completed, go on "tipping" in the rubble and rough stones till they made their appearance above water at last; then the piling was carried forward a few yards more, and the process repeated, and so on by successive stages to the completion of the work. All appears very simple on paper until we learn that it had to be accomplished through 11 fathoms of rough tumbling waves. One night's rough weather often swept away the timberwork that cost many thousands of pounds, and many months of labour to construct and fix in its position in the sea. The piling that had to resist action of a deep and heavy sea; and to carry also, at a height of 90 feet, a railway for the heaviest traffic, required to be something more than a common framework of timber. Every log used had to be first of all saturated to its very centre with creosote, and this was done in a most ingenious manner. A great boiler, 190 feet long and 7 feet in diameter, was filled with the Syrian Desert tears roll down, cause the wood to shrink when thirsty. Some one, speaking of a mule crippled by a 2-inch nail in its foot, says:—"His face was the picture of pain and despair. Tears streaming out of his eyes." Dr. Livingstone records an instance of a young cape which, if not taken up in the arms like a child when it despaired and appealed to be carried, engaged in the most bitter human-like weeping. Dr. Boulard shot a female (mother) up in Java, that fell mortally wounded from a tree, clasping the young one in her arms and died weeping. A giraffe, wounded by a rifle-shot, was also found to have tears trickling from the lashes of its dark, humid eyes. Gordon Cannington, the African traveller, speaks of large tears trickling from the eyes of a dying elephant. Some old rats, finding a young one dead by drowning, wiped the tears from their eyes with their fore-paws. Instances might be enumerated without limit to show that certain animals have both the physical requirements for tears and fears, and are susceptible to the same emotions that cause tears and laughter in man.—*Armenian Guard*.

These are some of the results of the exploring expedition conducted by M. Alphonse Milne-Edwards, the instance of the French scientist, and the African traveller, Dr. Boulard, at the Paris universal exhibition of 1878. It is valued at \$300,000, and comprises the diamond, bracelets, ring, earrings and necklace, with a large pendant. The necklace is double, the upper row being a band of large square diamonds, and the stones were conveyed to it by three inclines of broad double gauge rails. The trains of trucks or wagons were hauled up and down at a speed of 2000 feet per hour.

HONGKONG MARKETS.

AS REPORTED BY CHINERS ON THE 12TH MAY, 1884.

COTTON GOODS.

American Drills, 30 yards, per piece... \$1.50 to \$1.10
American Drills, 15m., per piece... \$1.50 to \$1.10
Cotton Yarn, No. 10, 25 lbs., per piece... \$1.00 to \$1.00
Cotton Yarn, No. 30 to 40, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 50, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 70, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 90, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 110, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 130, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 150, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 170, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 190, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 210, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 230, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 250, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 270, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 290, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 310, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 330, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 350, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 370, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 390, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 410, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 430, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 450, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 470, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 490, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 510, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 530, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 550, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 570, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 590, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 610, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 630, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 650, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 670, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 690, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 710, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 730, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 750, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 770, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 790, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 810, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 830, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 850, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 870, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 890, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 910, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 930, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 950, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 970, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 990, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1010, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1030, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1050, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1070, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1090, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1110, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1130, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1150, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1170, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1190, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1210, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1230, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1250, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1270, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1290, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1310, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1330, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1350, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1370, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1390, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1410, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1430, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1450, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1470, 400 lbs., \$1.00 to \$1.00
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Cotton Yarn, No. 1550, 400 lbs., \$1.00 to \$1.00
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Cotton Yarn, No. 1790, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1810, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1830, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1850, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1870, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1890, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1910, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1930, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1950, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1970, 400 lbs., \$1.00 to \$1.00
Cotton Yarn, No. 1990, 400 lbs., \$1